

CITY OF KNOXVILLE

MADELINE ROGERO, MAYOR

Neighborhood Traffic Safety Program Public Meeting

Traffic Calming Toolbox





1. Design a Comprehensive Program



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets
- 6. Clarify Program Limits



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets
- 6. Clarify Program Limits
- 7. Rely on Established Engineering Practice



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets
- 6. Clarify Program Limits
- 7. Rely on Established Engineering Practice
- 8. Provide Substantive Response to Concerns



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets
- 6. Clarify Program Limits
- 7. Rely on Established Engineering Practice
- 8. Provide Substantive Response to Concerns
- 9. Optimize Staff Time and Neighborhood Time



- 1. Design a Comprehensive Program
- 2. Utilize Inter-Departmental Resources
- 3. Emphasize Citizen Participation and City-Neighborhood collaboration
- 4. Operate a Transparent and Accessible Program
- 5. Limit to Local Streets
- 6. Clarify Program Limits
- 7. Rely on Established Engineering Practice
- 8. Provide Substantive Response to Concerns
- 9. Optimize Staff Time and Neighborhood Time
- 10. Take Responsibility for Public Safety

Appendix F — Flow Chart / Neighborhood Traffic Safety Program C Neighborhood Kick-Off Meeting Neighborhood Petition More than Further Alternate Solutions Application Neighbors explain Impact area defined. 50% Study Staff may suggest Neighborhood Neighborhood gathers traffic issues. Indicated? approve? no solutions outside the applies for Traffic signatures. Staff explains Traffic Traffic Safety Program. Safety Study. Safety Program. **EDUCATION Evaluation Meeting** Neighbors detail traffic problems. no G Н Threshold Qualifies for Traffic Calming no Speed Data Status Traffic Calming Engineering Met for Speed Data Status Meeting Meeting Feasibilty Study Enforcement on Point Collection & City shares data results City shares data results More in-depth study &/or Further Scale Evaluation yes & analysis with the & analysis with the and analysis. Study? System? Data from hoses, neighborhood. neighborhood. collisions, KPD. yes yes ENFORCEMENT Neighborhood Engagement Concept Plan City Staff Work Meeting City presents plan for Detailed Design Bidding & deploying high **Priority Ranking** City prepares bid-Construction devices &/or **ENGINEERING** Post-Construction Project Ranks High ready detailed Projects are route Evaluation low or Low? design of the bundled for modifications. project. lowest cost. Neighbors provide Project will be ranked feedback. again in next round.



1. Vertical Deflections

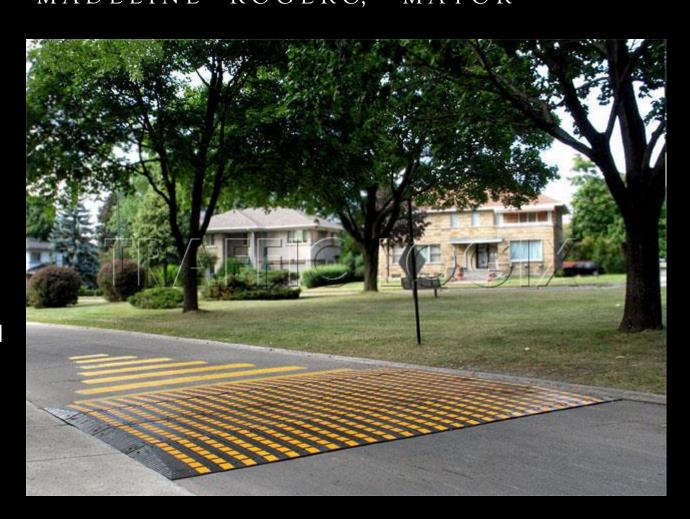
A. Speed Humps / Speed Cushions

- rounded raised areas of pavement typically 12 to 14 feet in length
- often placed in a series (typically spaced 300 to 600 feet apart)
- sometimes called road humps or undulations





- 1. Vertical Deflections
- A. Speed Humps / Speed Cushions
- rounded raised areas of pavement typically 12 to 14 feet in length
- often placed in a series (typically spaced 300 to 600 feet apart)
- sometimes called road humps or undulations





- 1. Vertical Deflections
- A. Speed Humps / Speed Cushions
- rounded raised areas of pavement typically 12 to 14 feet in length
- often placed in a series (typically spaced 300 to 600 feet apart)
- sometimes called road humps or undulations





- 1. Vertical Deflections
- B. Speed Tables
- long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- sometimes called flat top speed humps, trapezoidal humps, speed platforms, raised crosswalks, or raised crossings



- 1. Vertical Deflections
- B. Speed Tables
- long raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- sometimes called flat top speed humps, trapezoidal humps, speed platforms, raised crosswalks, or raised crossings



- Vertical Deflections
 Raised Intersections
- flat raised areas covering entire intersections, with ramps on all approaches and often with brick or other textured materials on the flat section and ramps
- sometimes called raised junctions, intersection humps, or plateaus





- 2. Horizontal Shifts
- A. Neighborhood Traffic Circle
- raised islands, placed in intersections, around which traffic circulates
- motorists yield to motorists already in the intersection
- require drivers to slow to a speed that allows them to comfortably maneuver around them
- sometimes called intersection islands
- different from roundabouts





- 2. Horizontal Shifts
- B. Chicanes
- a series of narrowings or curb extensions that alternate from one side of the street to the other forming S-shaped curves
- also called deviations, serpentines, reversing curves, twists, and staggerings



- 3. Road Narrowings
- A. Choker
- curb extensions at midblock or intersection corners that narrow a street by extending the sidewalk or widening the planting strip
- can leave the cross section with two narrow lanes or with a single lane
- at midblock, sometimes called parallel chokers, angled chokers, twisted chokers, angle points, pinch points, or midblock narrowings



- at intersections, sometimes called neckdowns, bulbouts, knuckles, or corner bulges
- if marked as a crosswalk, they are also called safe crosses



- RoadNarrowings
- B. Center Island Narrowing
- raised islands located along the centerline of a street that narrow the travel lanes at that location
- sometimes called midblock medians, median slow points, or median chokers

4. Road Closures

- Closures are typically applied only after other measures have failed or been determined to be inappropriate.
- For all types of closures, provisions are available to make diverters passable for pedestrians and bicyclists.
- Often used in sets to make travel through neighborhoods more circuitous typically staggered internally in a neighborhood, which leaves through movement possible but less attractive than alternative (external) routes.



- Closures have been used as a crime prevention tool.
- The different types of closures are: Diagonal diverters, Half closures, Full-street closures, Median barriers.



Questions?
Comments?
Ideas?
Suggestions?



Citizen Feedback

Thursday, May 12 - Public Meeting #1 - 5:30 - 7:00 pm - O'Connor Senior Center

Monday, May 16 - Public Meeting #2 - 7:00 - 8:30 pm - West High School

Website: <u>www.knoxvilletn.gov/trafficsafety</u>

Hard Copies: 215-2113

Public Comment Period Ends May 31

What Happens Next

June – Incorporate suggestions where possible.

June - Release comments and final Program Guide.

July – Launch the program.



CITY OF KNOXVILLE

MADELINE ROGERO, MAYOR

Neighborhood Traffic Safety Program Public Meeting

Traffic Calming Toolbox